

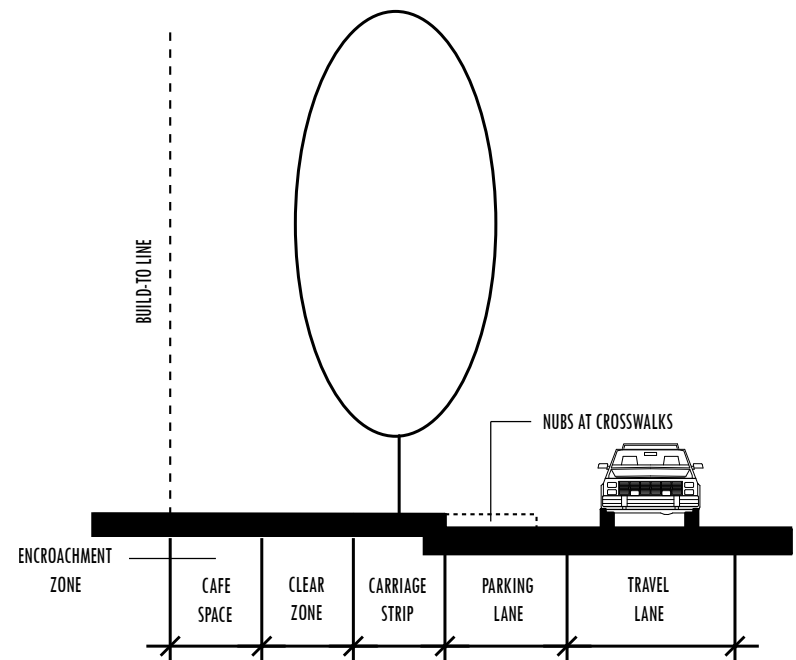
Streetscapes

The study offers recommendations for the widths and general configuration of streetscapes. The plan identifies four types of sidewalks based on optimum total width, and provides typical dimensions for carriage strip zones, clear walk zones, encroachment zones, and café spaces. The definitions and dimensions for each are based on several factors including anticipated levels of activity, existing and planned land uses, right-of-way constraints, and position within the larger network of streets and public spaces. A description of the purpose and design treatment of each of the streetscape areas follows.

Carriage Strip. The carriage strip exists as the space adjacent to the vehicular travel lanes within which is placed a variety of elements and amenities. Trees are the primary element of the carriage strip zone and can be located in tree pits, grates, planters, or planting strips depending on the level of activity of the streetscape and associated street. A 6' wide carriage strip is typical; however, in constrained conditions, tree grates are used to gain additional circulation space. Planting strips as narrow as 4' may be used along residential frontages. Light fixtures, street signage, trash receptacles, benches, bicycle parking loops, and directional and interpretive signage are the primary elements that

typically exist in the carriage strip. Rhythm and placement of these components aid in maintaining a pedestrian scale, provide information for pedestrians, and create a comfortable and safe environment.

TYPICAL STREETSCAPE ELEMENTS



Clear Zone. Next to the carriage strip zone is an area known as the pedestrian clear zone. This is defined as an unobstructed area serving as circulation space for pedestrians. The study recommends a minimum 6' wide clear zone allowing for the free flow of people along sidewalks.

Encroachment Zone. Shopfronts, blade signs, outdoor displays, awnings/canopies and café space are components of the streetscape that can extend beyond the build-to line. These

elements help define the character of an area, offer shelter from sun and rain, and provide visual interest to both pedestrians and motorists.

Café Space. Café spaces provide places for both active and passive social interaction and they add visual appeal, variety and interest to the streets. The study recommends the provision for sufficient sidewalk space to accommodate cafés generally along the frontages facing 12th Street and around the central plaza. Movable public seating and newsstand and retail kiosks could be placed in these spaces to encourage more daytime use independent of an adjacent restaurant and frame the street wall better.

STREETSCAPE IMAGES



Sidewalk cafe, street trees, and furnishings are placed outside the pedestrian clear zone.

Wayfinding & Interpretive Signs

Wayfinding and interpretive signs provide information on local attractions, identify historic and cultural sites of interest, and display maps for navigating the area to both visitors and residents of the area. In addition, the signs provide a way to establish a unique identity from other areas of the city.

Building Frontages

As the placement and design treatment of building frontages strongly influences the amount and quality of pedestrian activity, the study recommends general design treatments for 4 types of frontages. Each type is described below.

Plaza & 12th Street Shops Frontage. For streets and block fronts where commercial uses and pedestrian activity are most desired—along 12th Street and around the plaza—the study recommends that sidewalks be lined with shops, restaurants, and galleries and buildings be designed with the following:

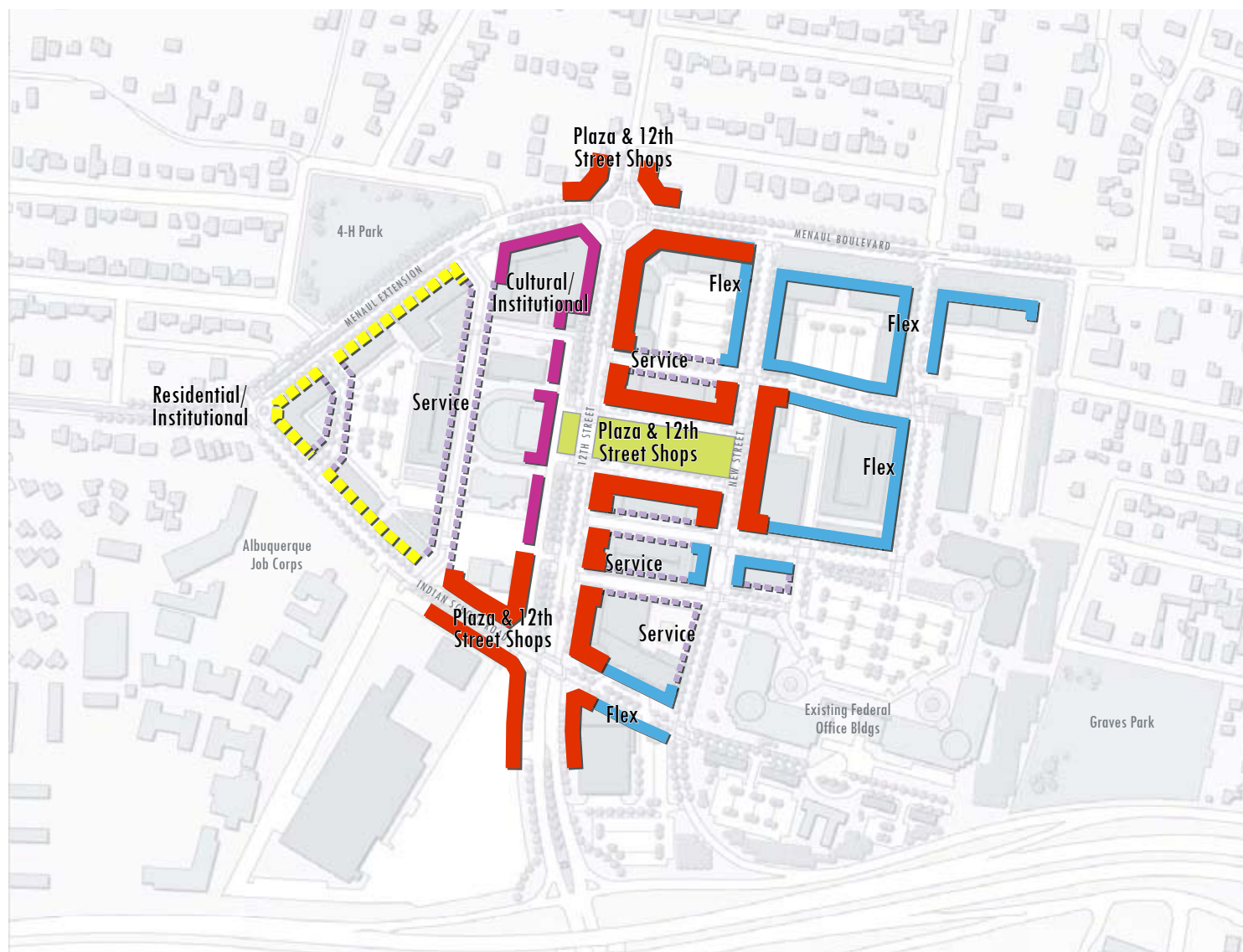
- multiple sidewalk entries matching sidewalk grade;
- generously-scaled display and transom windows;
- pedestrian-scaled signs and banners; and
- awnings or canopies for sun shading.

For these frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

Cultural Center Frontage. For streets and block fronts where cultural uses and pedestrian activity are desired—along the frontage of the Indian Pueblo Cultural Center—the study recommends that sidewalks be lined with buildings and landscaping, public entries to cultural facilities, and points of access to mid-block parking facilities.

Flex Frontage. For streets and blocks where a mix of uses and a moderate amount of pedestrian activity are desired, the study recommends frontages with lower levels of ground floor transparency, fewer building entries per block face, and limited access to service and loading areas. Parking frontage is only allowed on Flex frontages internal to the IPFDC site. For these locations where surface parking fronts a street, low screen walls and landscaping should be installed. Blank walls (ground floor wall surfaces without fenestration or entries) and curb-cuts to access parking, service, and loading areas are discouraged.

BUILDING FRONTS





These photos show a variety of storefront designs all of which share important characteristics--high levels of transparency at the ground level; multiple entries opening directly onto adjacent sidewalks; lively streetscape environments; and canopies, and arcades, or awnings for sun shading.

Residential Frontage. For street and block frontages along Indian School Road and Menaul Extension identified as appropriate for residential uses and a moderate amount of pedestrian activity, the study recommends that ground floor elevations be 18-24" above sidewalk grade and that individual units open directly onto adjacent rights-of-way. The recommendation for higher ground floor levels is intended to maintain street definition while providing for both privacy through vertical separation (residential windows above eye-level) and the informal surveillance of public space by residents. As

with the commercial frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

Service Frontage. For streets and block frontages where service and "back-of-house" uses are anticipated and a low amount of pedestrian activity is desired, the study identifies this fourth type of frontage where garage entries, access to drive-up windows (if allowed), parking frontage, and service and loading access are permitted.



Recent residential projects in Albuquerque and across the country illustrate how housing in urban contexts can support the creation of safe, pleasant street environments.

Street Network & Intersection Improvements

The proposed street network is a grid of thoroughfares providing multiple entries and exits to new development on the Indian School site thereby relieving pressure on key intersections at 12th Street and Menaul Blvd and 12th Street and Indian School Road.

Menaul Blvd east of the roundabout at 12th Street is designed with a 7' parking lane on the south side, a 5' bike lane, 1 10' travel lane, a planted median, a 10' travel lane, and a 5' bike lane on the north side. Parking on the north side is not recommended to allow space for a sidewalk and planting area along the ditch. Access to the Indian School site is provided at three points along the Menaul Blvd frontage spaced approximately 500' apart. Moving east along Menaul Blvd from 12th Street, the first access point is designed as a fully-functional intersection (all turning movements allowed), the second is designed as a right-in/right/out intersection, and the third at 10th Street is designed to allow left turns from Menaul Blvd westbound but not northbound through, northbound left, southbound through, or southbound left turning movements. These movements are limited to reduce neighborhood cut-through traffic north of Menaul Blvd.

Menaul Extension west of the roundabout at 12th Street is with a 7' parking lane on the south side, a 5' bike lane, 1 10' travel lane, a planted median, a 10' travel lane, a 5' bike lane, and a 7' parking lane on the northside. Access to the Indian Pueblo Cultural Center site is provided at two points.

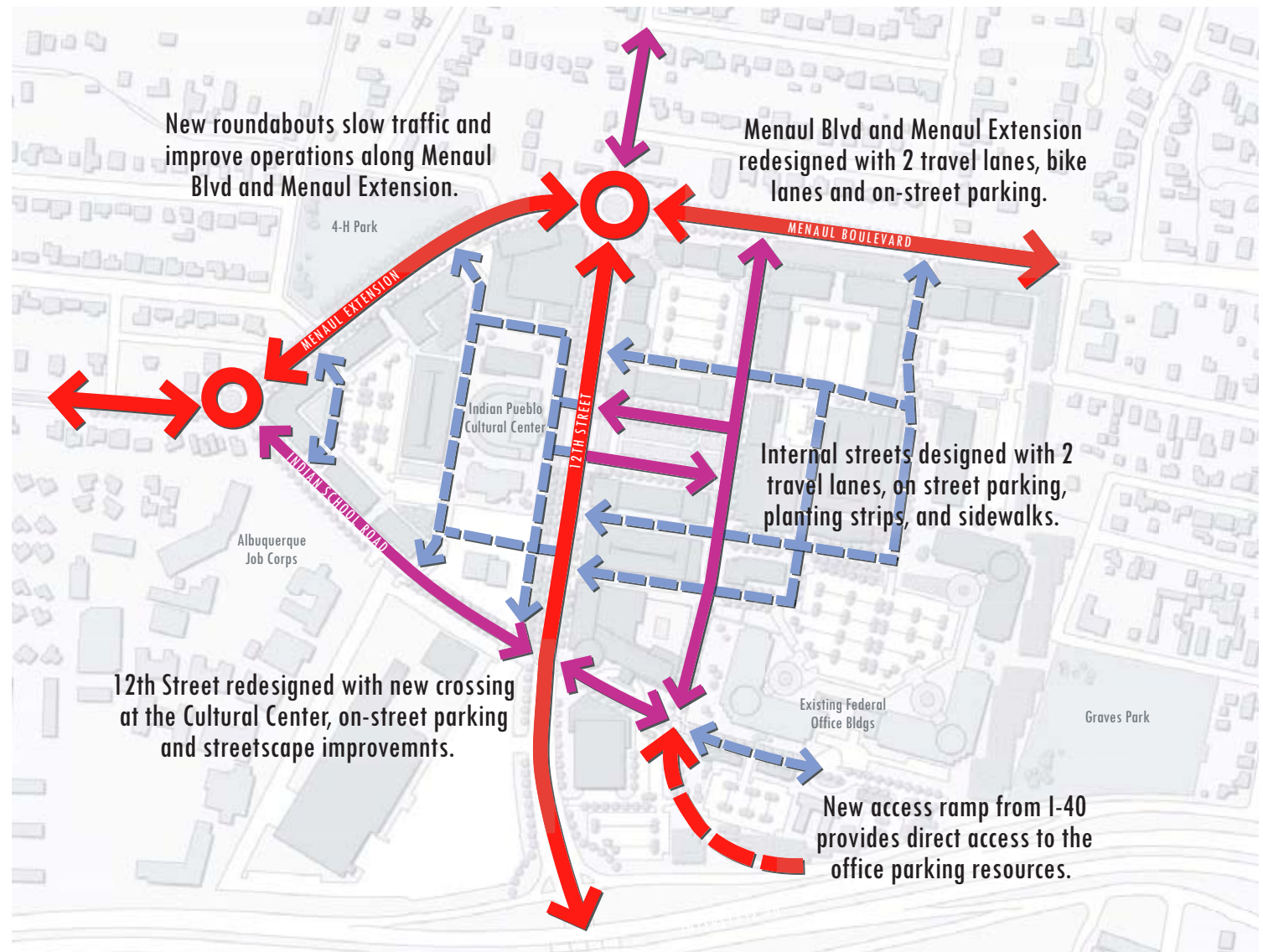
12th Street immediately south of the new roundabout at Menaul Blvd is designed with 2 southbound lanes, a landscape median, and 1 northbound lane. Further south, an additional northbound lane is added to ensure adequate access to the Indian School site and the Indian Pueblo Cultural Center. A new signalized intersection is planned at the plaza.

Indian School Road west of 12th Street remain essentially as currently designed but with improve sidewalks and streetscapes.

Design speed for all of these streets is 30 mph, which is consistent with the roadway geometry required for safe operation of autos, bikes, and commercial vehicles in mixed traffic.

Interior to the site, the study recommends the creation of a grid of streets with those running north-south having 10' travel lanes in each direction and those running east-west streets having 9' travel lanes in each direction. Parking lanes of 7' in width are recommended on each side of these internal streets. The one-way streets surrounding the plaza are designed with 10' travel lanes and angled parking on the storefront sides of the street. Design speed for the interior streets is 20 mph. Curve radii and other street geometry should be consistent with this design speed. The narrower streets interior to the site will still provide for safe commercial vehicle operation due to the lower traffic speeds and volumes on these streets.

STREET NETWORK



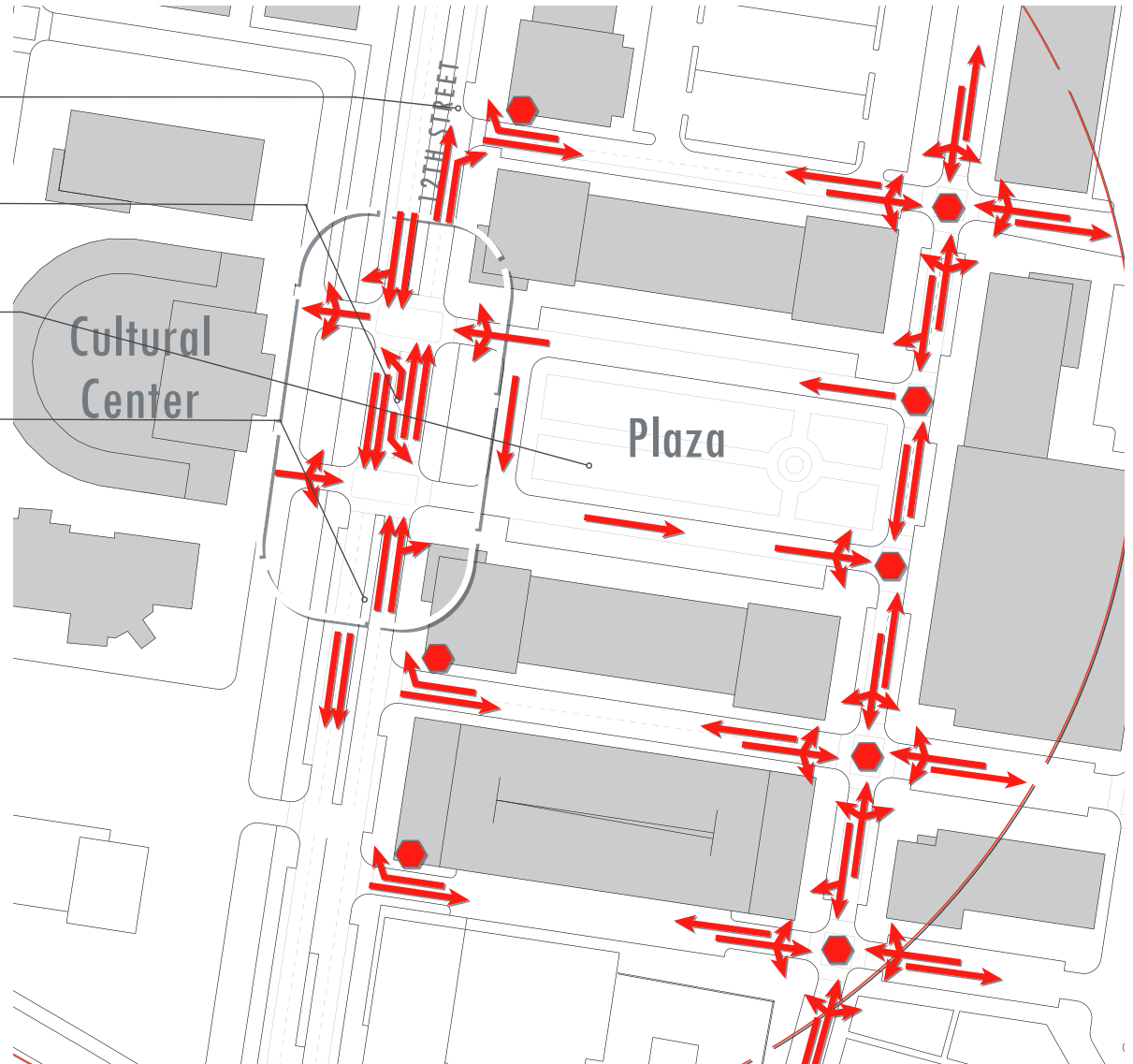
12th STREET & PLAZA SIGNALIZED INTERSECTION

Northbound 12th Street narrows from 2 lanes to 1 lane beyond the service drive north of the plaza

The intersection of the plaza streets with 12th Street operate as a single, signalized intersection.

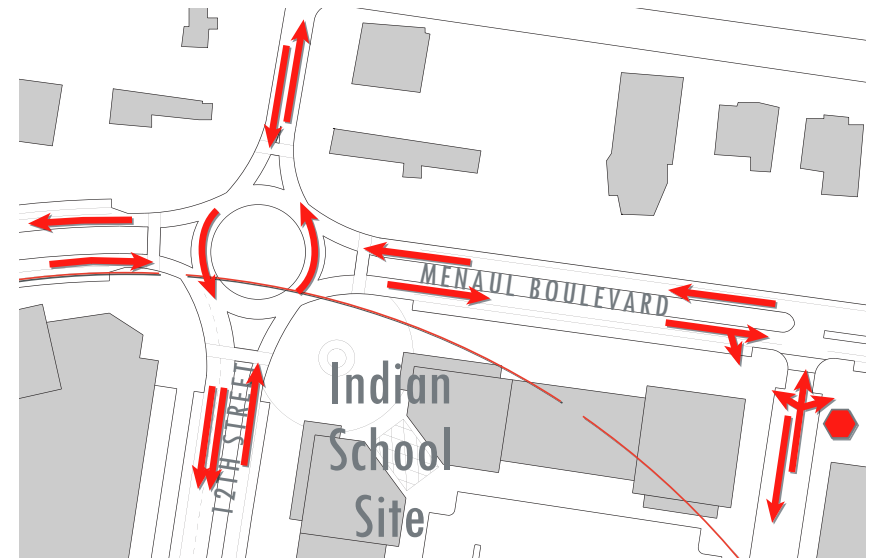
One way circulation and high-turnover angled parking is designed to support shops and restaurants.

12th Street from the service drive north of the plaza to Indian School Drive has 2 northbound and 2 southbound lanes, a center median and turn lanes, and on-street parking.



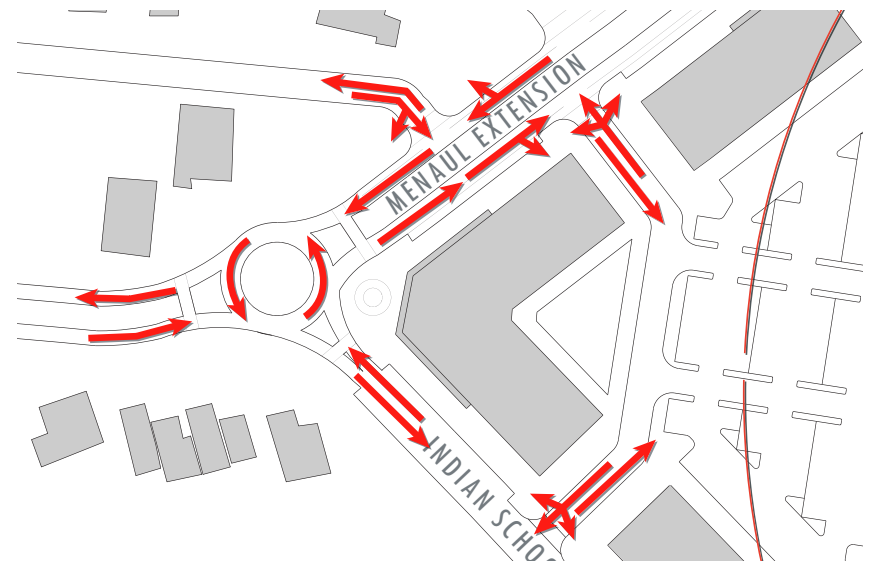
ROUNDBABOUT @ MENAUL BOULEVARD & 12th STREET

To improve traffic flow and safety, slow travel speeds, and ease pedestrian crossings, a roundabout is recommended at Menaul Blvd and 12th Street



ROUNDBABOUT @ MENAUL EXTENSION & INDIAN SCHOOL ROAD

To slow travel speeds and ease pedestrian crossings, a roundabout is recommended at Menaul Extension & Indian School Road

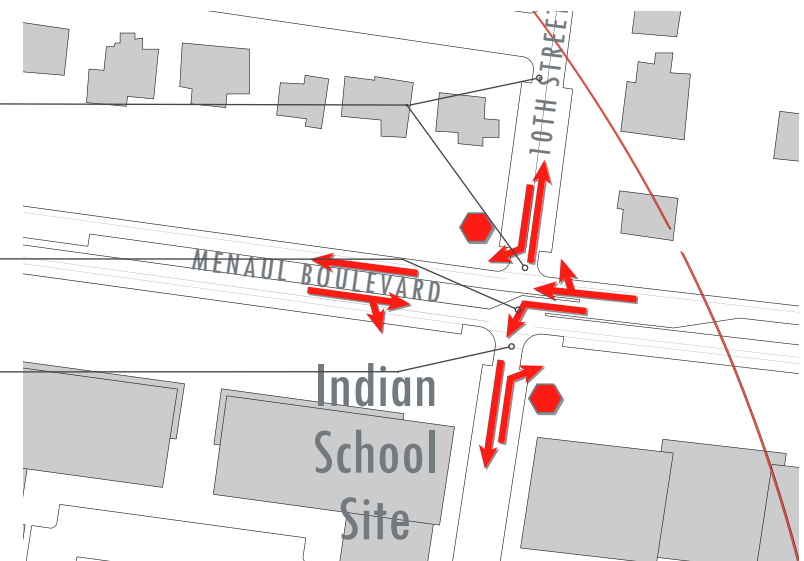


SITE ACCESS AT MENAUL BOULEVARD & 10th STREET

To minimize cut-through traffic entering the neighborhood on 10th Street, the plan recommends allowing only right-in, right-out movement and addition of “nubs” at intersections.

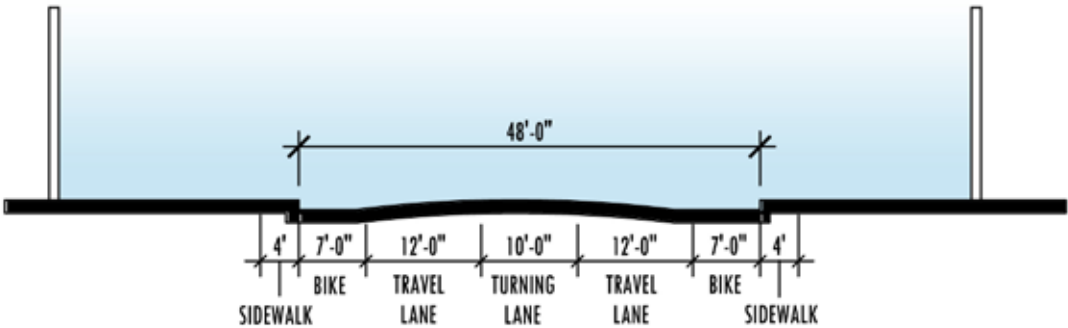
Left turns from Menaul Blvd to the Indian School site are permitted by way of a channelized turn lane.

Median blocks traffic from entering 10th Street from the Indian School site.

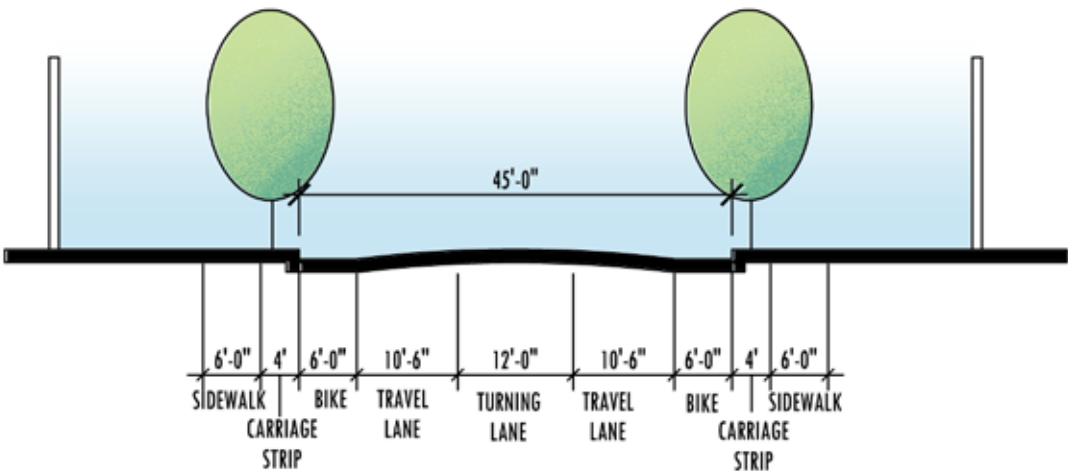


STREET SECTION | 12TH STREET NORTH OF MENAUL BLVD

Existing

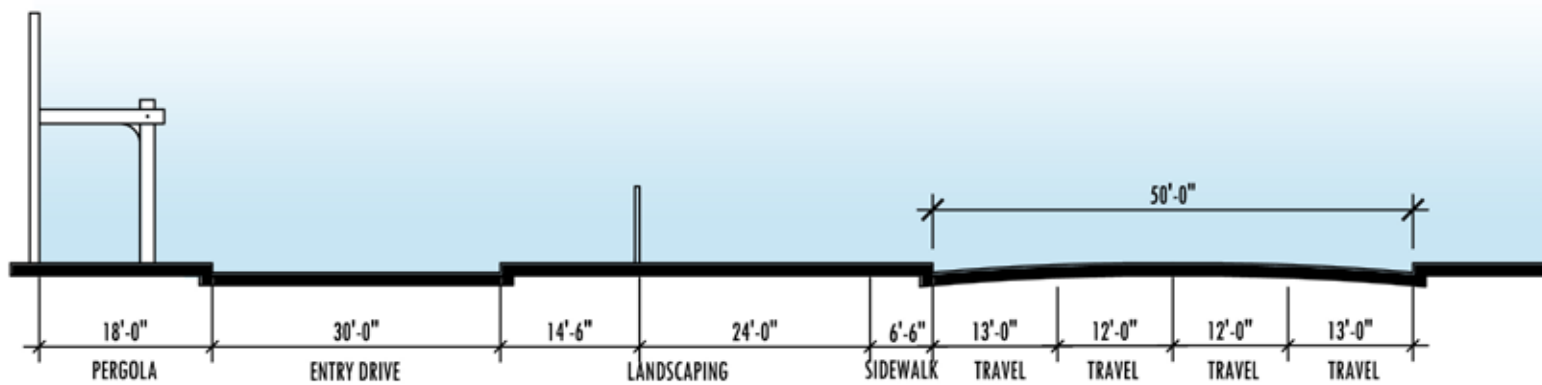


Proposed

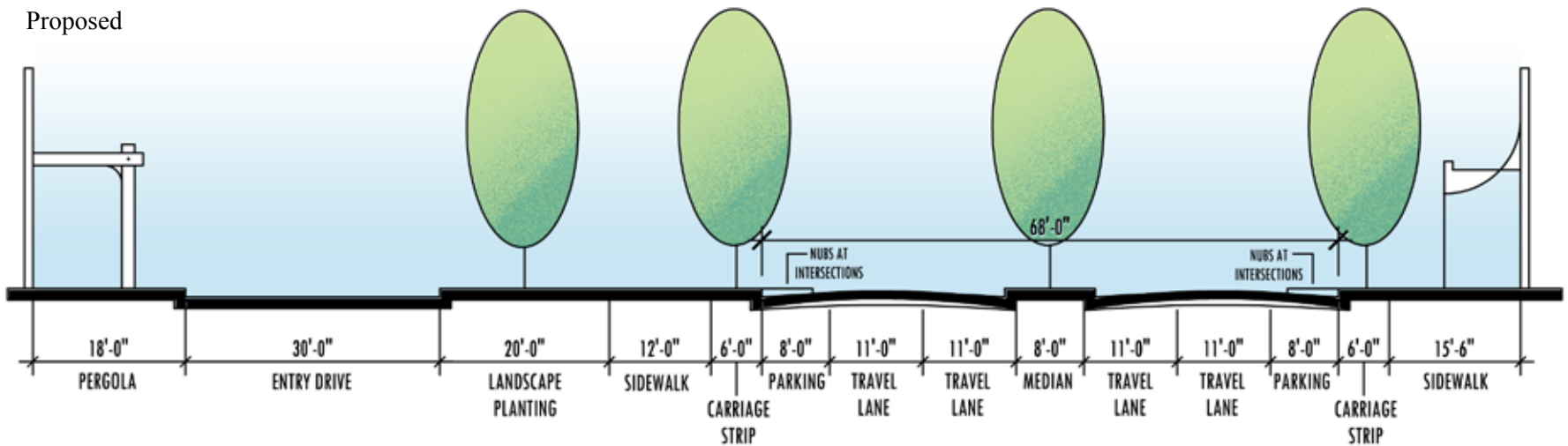


STREET SECTION | 12TH STREET AT PLAZA & INDIAN PUEBLO CULTURAL CENTER

Existing

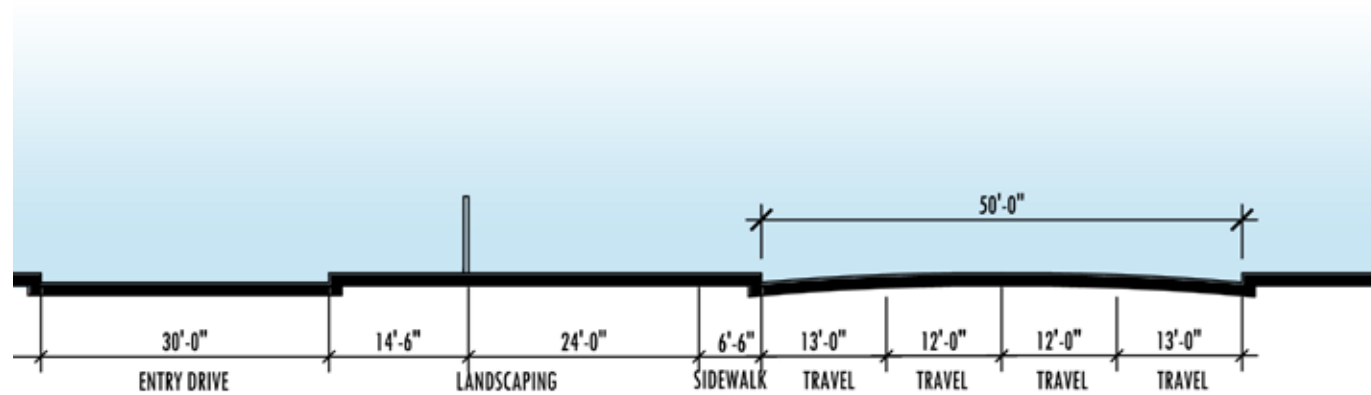


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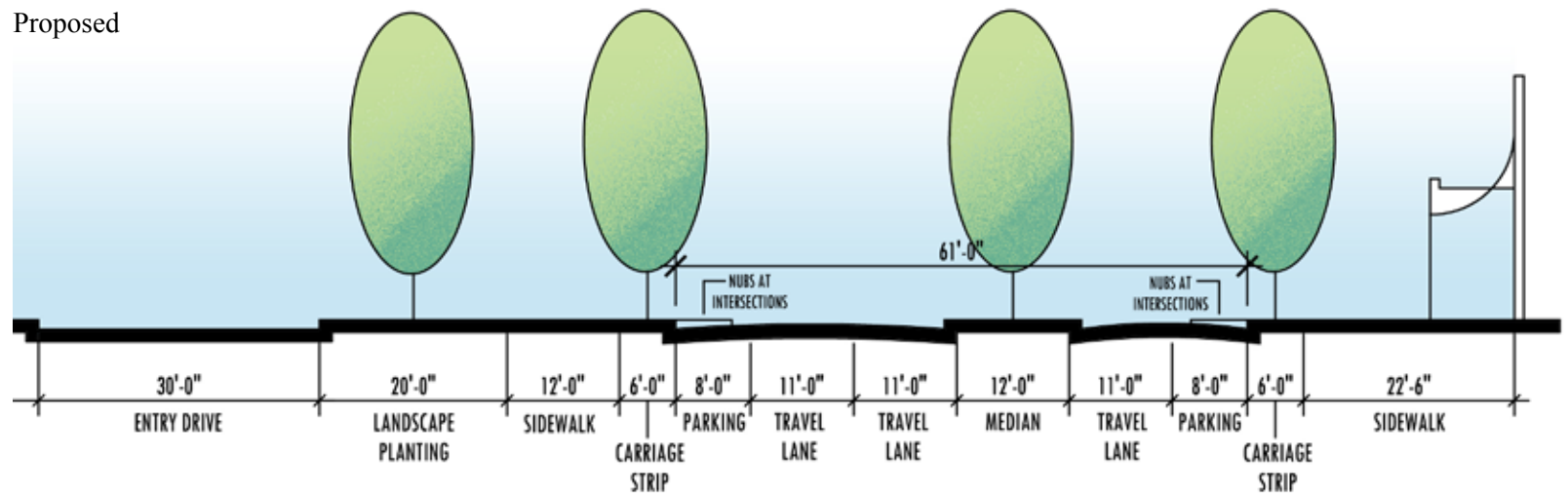


STREET SECTION | 12TH STREET NORTH SOUTH OF ROUNDABOUT

Existing

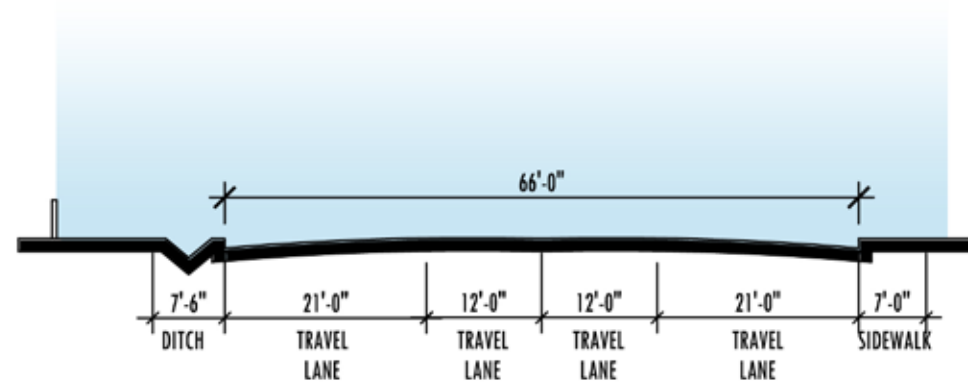


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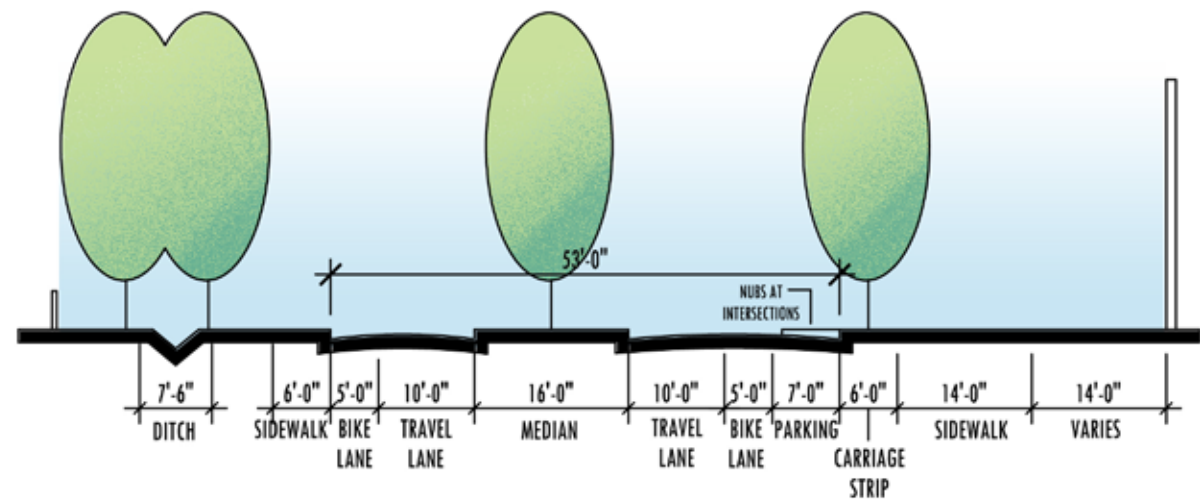


STREET SECTION | MENAUL LOULEVARD AT 10TH STREET

Existing

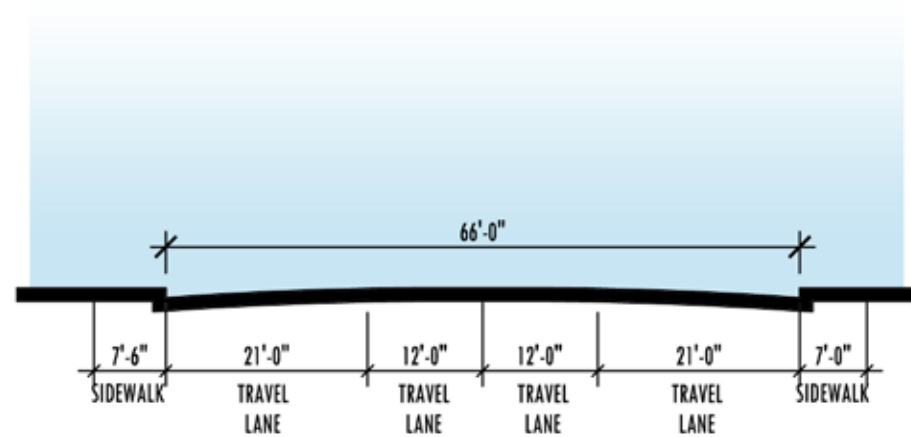


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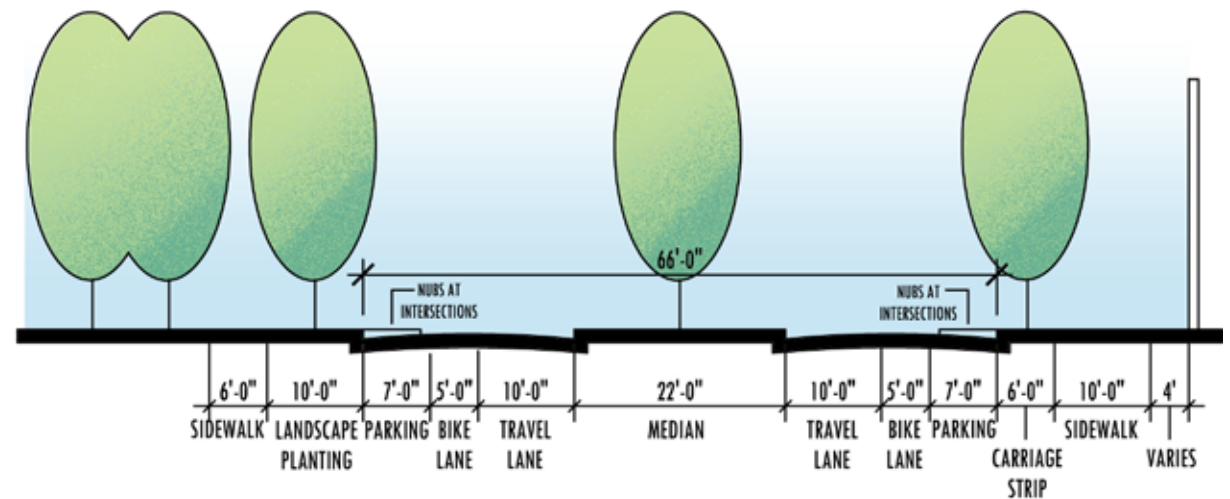


STREET SECTION | MENAUL EXTENSION WEST OF 12TH STREET

Existing

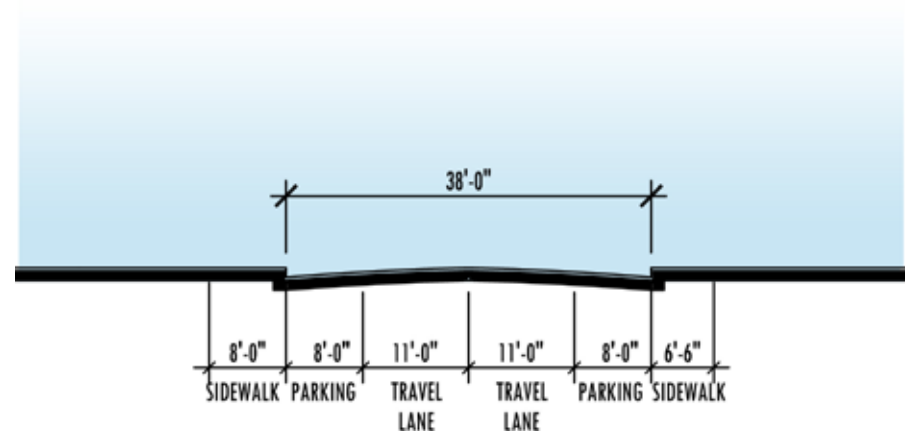


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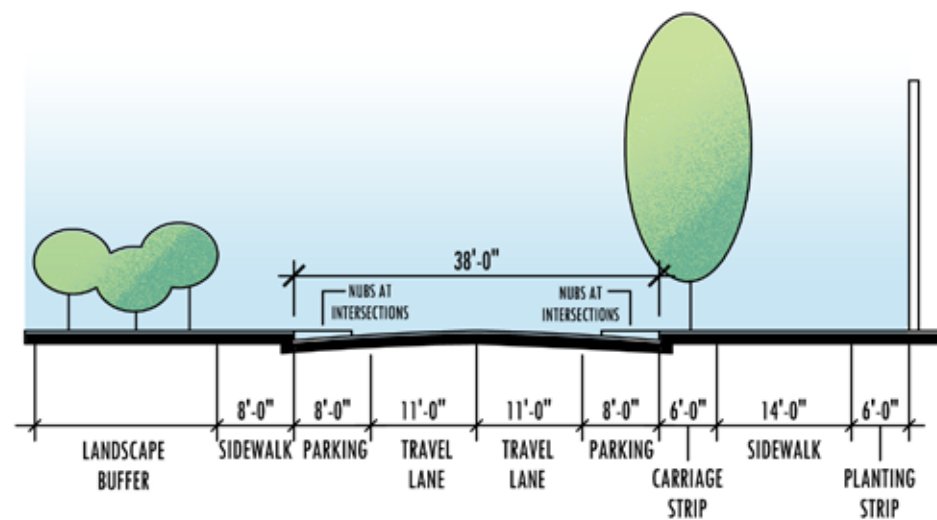


STREET SECTION | INDIAN SCHOOL ROAD BETWEEN 12th STREET & MENAUL EXTENSION

Existing

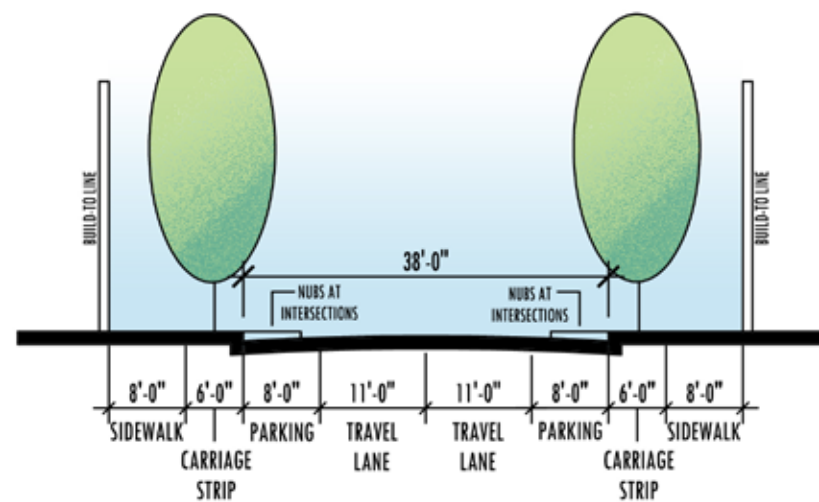


Proposed



STREET SECTION | TYPICAL INTERNAL STREET

Proposed



Parking

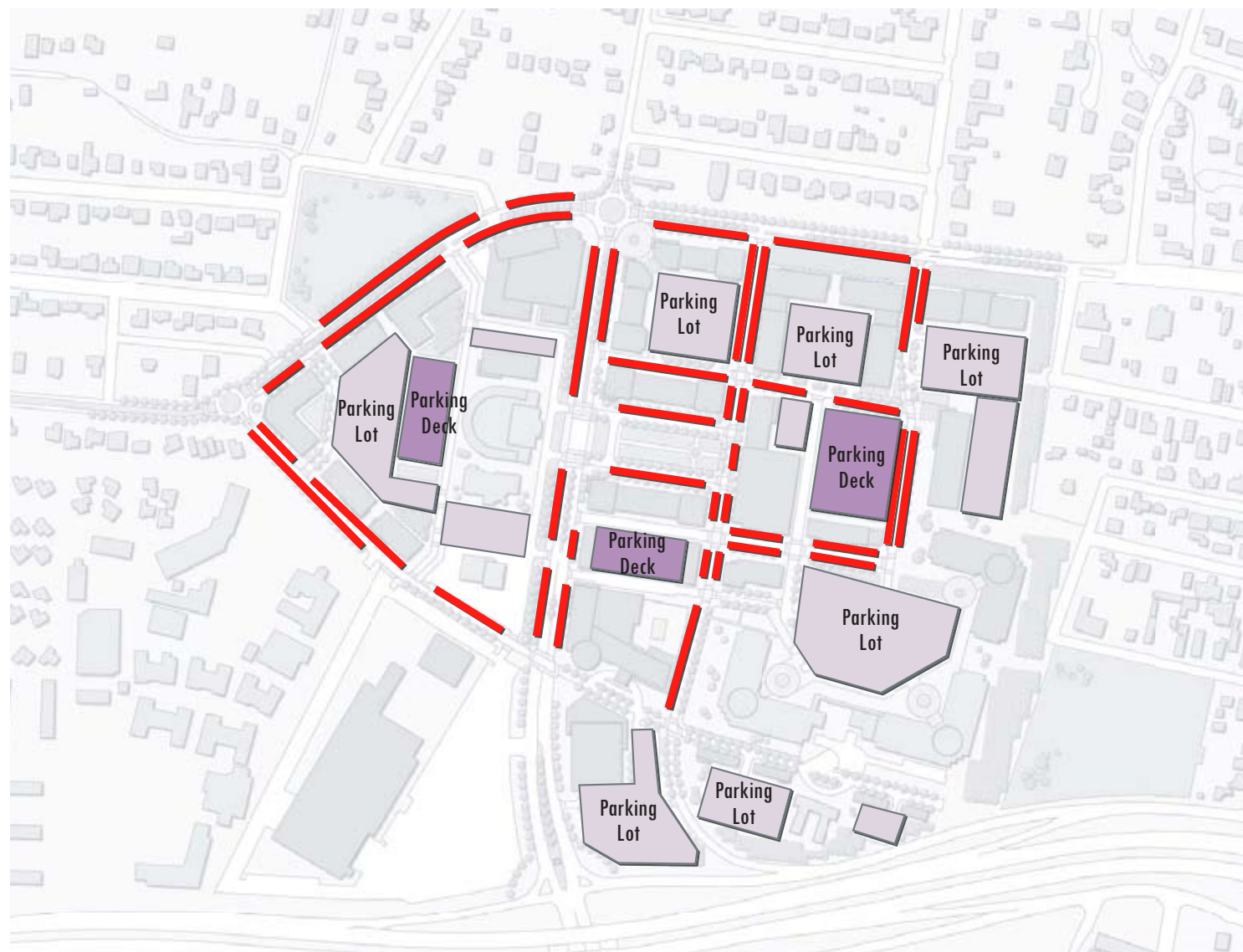
The illustrative plan indicates preferred locations for on-street parking, surface parking lots, and parking decks. As shown, on-street parallel parking is located as follows:

- on both sides of 12th Street from Indian School Road to Menaul Blvd except the segment at the plaza;
- on both sides of Indian School Road between Menaul Extension and 12th Street;
- on both sides of Menaul Extension between 12th Street and Indian School Road;
- on the south side of Menaul Blvd east of 12th Street; and
- on at least one side of most of the new streets on the Indian School site.

To provide high-turnover spaces for patrons of shops and restaurants fronting the plaza, the study recommends angle parking be provided on one side of the streets surrounding the plaza. As plans for the street network are further developed, all effort should be made to provide on-street, parallel parking along public streets and new internal streets other than those intended to serve as service drives and alleys.

The illustrative plan also shows surface parking lots and parking decks in mid-block locations to minimize their visual impact on existing public streets and avoid breaks in priority building frontages. These recommendations for the location of lots and decks are offered as general guidance—further evaluation of demand, phasing, and security requirements are required to determine optimum locations and sizes of facilities.

PARKING

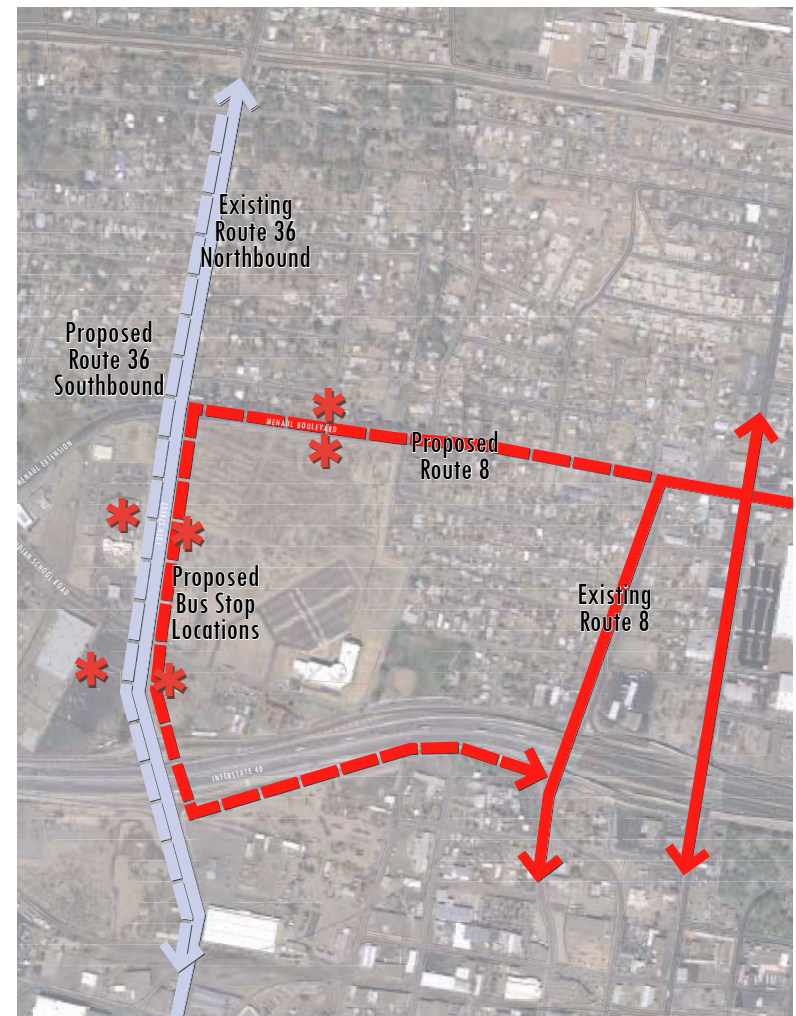


Bus Routes

As the illustration to the right shows, Route 36 runs in north only along 12th Street with 60 minute headways. This minimal level of transit service could be improved to better support the IPFDC project. At a minimum, service should be provided along both sides of 12th Street by running a route south as well as north. Route 8, for example, could be extended along Menaul Blvd to turn south on 12th Street instead of 6th Street to provide south-bound transit service.

In addition, bus stop facilities should include shade and shelter, a bench or leaning rail, and of course good sidewalk connections. Bus stops should be located on the far side of the traffic signals to avoid conflicts with right-turn lanes.

EXISTING & PROPOSED
BUS ROUTES



Bike Routes

An arterial bike lane system exists along 12th Street north of Menaul Blvd and 5' bike lanes are recommended for Menaul Blvd. Menaul Extension, and 12th Street south of Indian School Road. Due to right-of-way constraints on 12th Street from Menaul Blvd to Indian School Road and Indian School Road from Menaul Extension and 12th Street, the study recommends the designation of bicycle routes and the installation of share-the-road signs but not the development of exclusive bike lanes. Interior to the site, design speeds are 20-25 mph and bike lanes will not be necessary.

Bicycle parking should be provided at intervals of no less than every $\frac{1}{2}$ block. A simple inverted “U” rack will be sufficient to provide for bicycle parking needs, although more elaborate and artistic bike parking facilities are available and encouraged. The city of Tucson, Arizona, for instance, has bike parking racks in its university area that have been fabricated from old bicycle frames and parts and serve as public art as well as bike parking facilities. Bike parking racks that reflect the character of the area in this way contribute to civic spirit as well as efficient transportation.

EXISTING & PROPOSED BIKE ROUTES

